

13 December 1965

Subject: ECP GR-36, Contract LP 2264

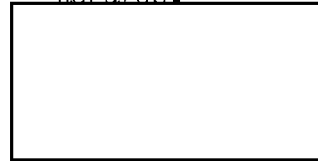
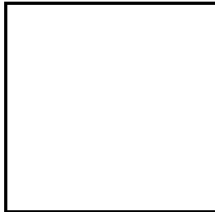
Dear Chuck,

This ECP is technically approved by the SPO.  
Request you provide Goodyear with formal approval to make  
this change.

Regards.

STATINTL

Copy:



STATINTL

|  |  |  |  |   |   |  |   |   |  |  |
|--|--|--|--|---|---|--|---|---|--|--|
| <b>GA - 531</b>  |  | ENGINEERING STUDY <input type="checkbox"/><br>CHANGE PROPOSAL <input checked="" type="checkbox"/>                      |  | <b>GR - 36</b>  |   |  |   |   |  |  |
| DATE <b>11-23-65</b>   |  | AFFECTS: <b>GA531</b> <span style="border: 1px solid black; display: inline-block; width: 40px; height: 15px;"></span> |  | <b>STATINTL</b>   |   |  |   |   |  |  |
| NAME OF MAJOR COMPONENT<br><b>RECORDER</b>   |  | PART OR LOWEST SUBASSEMBLY<br><b>MIRROR ASSEMBLY</b>   |  | PART NO.<br>MODEL OR TYPE<br><b>531A712-005-101 (Old)</b><br><b>531A712-013-101 (New)</b> |   |  |   |   |  |  |
| TITLE OF PROPOSAL: <b>Modification to Mirror As sembly</b>   |  |  |  |   |   |  |   |   |  |  |
| NATURE OF PROPOSAL:<br>Change mirror angle to ensure alignment. Units 1 - 14 have been aligned with old mirror and are acceptable. The proposed mirror modification is interchangeable with Units 1 - 14 but the reverse is not. |  |  |  |   |   |  |   |   |  |  |
| REASON FOR PROPOSAL:<br>Engineering analysis of mirror mount angle tolerances and machining methods revealed that this modification is necessary to handle possible manufacturing tolerance buildups.                            |  |  |  |   |   |  |   |   |  |  |
| <b>ES</b>  | ESTIMATED COST AND TIME INVOLVED:<br>ADDITIONAL FUNDING REQUIRED:            |  |  |   |   |  |   |   |  |  |
| <b>CP</b>  | ESTIMATED COST FOR KITS OR PARTS:<br>ADDITIONAL FUNDING REQUIRED: <b>N/A</b> |  |  |   |   |  |   |   |  |  |
| ITEMS AFFECTED BY PROPOSAL: <b>Production units A7002-15 and subs and spares.</b>  |  |  |  |   |   |  |   |   |  |  |
| <b>SAFETY</b><br><input type="checkbox"/>  | <b>MISSION EFFEC- TIVENESS</b><br><input type="checkbox"/>                   | <b>PERFORM- ANCE</b><br><input checked="" type="checkbox"/>  | <b>OPERATING PROCEDURE</b><br><input type="checkbox"/> | <b>INTER- CHANGE- ABILITY</b><br><input type="checkbox"/>                                 | <b>WEIGHT OR WEIGHT AND BALANCE</b><br><input type="checkbox"/> | <b>TOOLS AND SUPPORT EQUIPMENT</b><br><input type="checkbox"/> | <b>MAINTENANCE PROCEDURE</b><br><input checked="" type="checkbox"/> | <b>SERVICE LIFE</b><br><input type="checkbox"/> | <b>FLIGHT MANUAL</b><br><input type="checkbox"/> | <b>MAINTENANCE MANUAL</b><br><input checked="" type="checkbox"/> |
| ESTIMATED MAN HOURS REQUIRED TO ACCOMPLISH CHANGE IN FIELD:<br><b>N/A</b>  |  |  |  |   |   |  |   |   |  |  |
| SOURCE OF PARTS FOR KIT:<br><b>GR</b>  |  |  |  | AVAILABILITY <u>  4  </u> WEEKS AFTER APPROVAL  |   |  |   |   |  |  |
| DISPOSITION OF SPARES AFFECTED: <b>Spares to be reworked to latest configuration. PPB will be revised by C/N to PSO.</b>   |  |  |  |   |   |  |   |   |  |  |
|  |  |  |  |   |   |  |   |   |  |  |